strike on themselves and on the public. There is no amount of propaganda that can convince the people that either side is entirely blameless.

"On the first day of July the Railroad Labor Board made effective a decision which reduced the wages of railway employees 12 per cent., aggregating about \$400,000,000 per annum, basing the extraction of the convergence of the convergence of the convergence of the carriers have received further benefits amounting to many millions of dollars.

New Demand by Carriers.

New Demand by Carriers.

"Friday the carriers notified the employees they would ask the labor board for a further wage cut of 10 per cent. at the same time assuring the public that the shippers and the people should have the benefit of this wage reduction in the form of reduced freight rates.

"To this proposition the employees reply that no general reduction of freight rates followed the \$400,000,000 wage reduction of July 1; that the cost of living has not been sufficiently lowered since July 1 to justify another wage reduction, and that they will strike without even awaiting a decision of the labor hoard as to whether another wage reduction is just and reasonable.

"This is the stage which the controversy has now reached.

"There is at least one feasible plan by which it can be settled and a strike averted. That plan is predicated upon an excellent suggestion made by Gen. Atterbury of the Pennsylvania Railroad in alls spech before the convention of vehicle and implement manufacturers at Unicago last Friday.

Atterbury Is Quoted.

Atterbury Is Quoted.

Atterbury is Quoted.

"His suggestion is quoted as follows:

"Nevertheless, it is a fact that the carriers, though they are not earning what they should earn to entitle them to be called prosperous, nor what the law intends they shall earn, cannot rest under such protection while other business struggles for its life. It would be a wise policy for the carriers publicly to avow that view and voluntarily reduce rates where they sow work hardship, even though such rates may be reasonable in a transportation sense, and even though to teduce them means a loss of revenue to the carriers. The carriers can do reduce them means a loss of revenue to the carriers. The carriers can do this of their own volition, where it would be improper for the Interstate Commerce Commission to do so. The result would be a temporary check in the rising fortunes of the carriers, and that they can ill afford, but it would be a step in the restoration of sound business conditions, and the public should give to the carriers a real appreciation of their act.

"If the railroads will immediately, in good faith, adopt this suggestion of Gen. Atterbury, the situation can be chared up, freight rates reduced to the consumers, and a stimulating effect exerted upon all business.

"We would suggest that the wage cut of July 1 be translated at once into a reduction of freight rates. This would be much more tangible and satisfactory to the public than to promise that future wage reductions will be passed on to the people in the form of reduced freight rates.

The public undoubtedly expected this

"It must be understood that there is no intention to indicate, in any sense, the duty of the Interstate Commerce Commission in the premises.

"In this connection it may be informative to the public to know what factors the transportation act requires the Labor Board to consider in fixing wages. They are as follows:

"(1). The scale of wages paid for similar kinds of work in other industries:

(2), the relation between wages and the cost of living: (3), the hazards of the employment: (4), the training and skill required; (5), the degree of responsibility: (6), the character and regularity of employment: (7), inequalities of increases in wages or of treatment, the result of previous wage orders or adjustments. Other relevant circumstances are also to be considered.

"It is obvious that the first two factors above named are subject to frequent change and that, during a post

tors above named are subject to frequent change and that, during a post war period of readjustment, the changes may be rapid and radical, necessitating a more frequent revision of wage schedules than would ordinarily be neces-

Condensing the foregoing sugges-ns into definite propositions they

"Condensing the foregoing suggestions into definite propositions they stand as follows:

1. Let the carriers immediately give a general rate reduction measured by the July wage reduction and the benefits derived from the new rules and devised under the supervision of the Interstate Commerce Commission to afford the greatest degree of relief to the public.

2. Let the request for further wage reductions be withdrawn until the rate reductions have been completed.

3. At any time as the carriers deem advisable let them present to the Railroad Labor Board their petition for a further reduction in wages based on conditions then existing.

4. Pending the working out of the rate reduction and the action of the Lybor Board on such petition for a further wase reduction as the carriers may subsequently submit, let the strike order be withdrawn.

"This method of procedure has the merit of affording 'cooling time' to everybody concerned, and requires of the carriers only one thing, namely, that they give to the public in reduced freight rate the benefit of the July wage cut, just as they are proposing to do in case of further wage reductions. It also involves the withdrawal or suspension of the estrike order upon the part of the employees.

No Sacrifice by Either.

1,425,000 Union Railroad Workers in Organizations That Took Strike Vote

Special Despatch to THE NEW YORK HERALD.

APPROXIMATELY 1,425,000 of the nation's 1,700,000 railroad workers are members of unions which have taken strike votes, according to William H. Johnston, president of the International Association of Machinists, who to-night compiled for THE NEW YORK HERALD the following table showing the claimed strength of the principal railroad unions:

Group One, Transportation Employees-Trainmen, 130.000; engineers, 80,000; firemen, 80,000; conductors and switchmen aggregating 100,000 in two unions. Total group, 390,000.

Group Two, Railroad Shop Workers—435,000 men, including six unions: machinists, boilermakers, blacksmiths, sheet metal workers and pipe fitters, electricians and car repair men.

Group Three-Railway telegraphers, 40,000; clerks and freight handlers, 250,000; maintenance of way workers, 300,000; stationary firemen and oilers, shop laborers, two unions, aggregating 10,000. Total group, 60,000.

During and after the war 2,050,000 workers were in the employ of the roads, of whom approximately 75,000 were women. But this spring and summer the roads reduced to about 1,500,000. About 200,000 workers have since been reemployed.

Sixteen unions are represented in Johnston's table, of which thirteen are affiliated with the American Federation of Labor. The unaffiliated unions are the trainmen, conductors, engineers and firemen, known as the four big brotherhoods.

tieup of the country's transportation sys-tem, the people should bring to bear upon both parties the pressure of an impartial public sentiment." portant railroad centres informed high officials here that railroad labor is greatly divided on the strike proposal. Even the brotherhood leaders are said

President Harding and other Government officials are not convinced that a general railroad strike will take place. An insurgent or outlaw strike of some of the men is all that is feared. But the Government is making its preparation in case the unexpected happens. The Post Office Department will use airplanes in large numbers, motor trucks, motorboats and every other means of transportation to keep the malis moving. One of the things which Mr. Hays will take up to-morrow with Mr. Weeks is the quest on of obtaining army airplanes and flyers to supplement the postal flying force.

The public undoubtedly expected this result when the July wage reduction was made, and its consummation now, though somewhat delayed, would be highly gratifying. That direct benefits would promptly follow and that the paychological effect would be instantly beneficial cannot be doubted.

"Such reduction in the cost of living as might result from this and other uses would inure to the benefit of the railway employees and would constitute one of the statutory grounds for a further reduction in wages. At the same time, it would have a tendency to reduce the cost of material supplies to the carriers, and it would not then be necessary for the carriers to rely solely upon wage cuts for a reduction of the presenting expenses.

"Thefotor should he general and, as "Thefotor should he general and should he general and fiyers to supplement the postal flying force.

Hope for Peaceful Settlement.

For the present the main purpose of the Administration will be to try to arrange a peaceful settlement. For the present the main purpose of the Administration will be to try to arrange a peaceful settlement. For the present the main purpose of the Administration that there will be unstrike use the chances would be all against them. Sentimen in Congress and throughout the country generally is knewn to be overwhelming; against a strike.

ly upon wage cuts for a reduction representating expenses.

Defiation should be general and, as as possible, uniform. Up to this the farmer is the only man that deflated, and he came to the earth a a thud. This was because he did possess the parachute of organizato break his fall.

Another catastrophe of that sort lid be avoided if possible. Wages freight rates should come to a just the come and the Government necessarily on their side.

High officials to-night emphasized the statement that the President's meeting with the cheek president's meeting with the cheek president and the control of the component of th

mother catastrophe of that sort id be avoided if nossible. Wages freight rates should come to a just reasonable level uniformly or by nating stages.

frourse nothing in these observashould be construed to indicate the action of the labor board will nany wage dispute that may be ght before it. Such disputes will nee to be adjusted by the board in dance with the evidence submitted the requirements of the transporate. When reductions are justicated the public on the Railroad Labor Board and their later conference with the Interstate Commerce Commission was arranged before the strike call was issued. The meetings were actually in progress at the White House before the strike call was officially made known.

It is noted that the union officials gave much publicity to an order issued purporting to be regulations for the conduct of a strike. In the past it has been the practice of the union leaders to preserve strictest secrecy as to such orders when they had determined to walk out.

The Government, in short, believes

Should the union leaders discover a graceful means of decilining the proposal the President then may suggest the formation of a special tribunal to be named jointly by him and the unions. This was done in the coal strike and the union leaders found no escape.

There is one measure to which the union leaders would agree instantly, officials here have been told. This would be for the Government to take over the

ficials here have been told. This would be for the Government to take over the roads and operate them pending a settlement. Government operation of the roads has been sought by the unions since the armistice.

Postmaster-Goneral Hays, like other members of the Cabinet, believes there will not be any strike, but he will go ahead with his plans to meet a strike if it should come. The Government, in brief, is prepared to take an aggressive stand if the strike actually materializes.

Secretary Hoover, foremost student of the Administration in railroad questions, thus far has refrained from discussion of the probable outcome of the strike call. His views expressed prior to the call by the brotherhood leaders discouraged the idea that a strike is possible. It is said he still adheres to that view.

the strike vote of the railroad men showed 90 per cent. In favor of a strike on the ground that the recent wage cut was unacceptable to them, their real objective now is to prevent a still further cut which is planned by the rail-

that they give to the public in reduced freight rate the benefit of the July was cut, just as they are proposing to do in case of further wase reductions. It also involves the withdrawal or suspension of the employees.

No Sacrifice by Either.

No Sacrifice by Either.

The course suggested does not involve any sacrifice of pride or prestige. The Administration is said to be either to the carriers or to the employees.

The wise of the entropy of the ent

Big Bluff of Brotherhoods, Is Belief. With So Many Men Jobless.

CITY CAN'T BE TIED UP

Lake Michigan, Illinois Canal and Motor Trucks to Depend On.

LARGE SUPPLY OF FOODS

Police Chief Ready to Handle Situation in Great Rail-

road Centre.

Special Despatch to THE NEW YORK HEMALD. CHICAGO, Oct. 16.—Chicago's city government officials are not taking the

upon both parties the pressure of an impartial public sentiment."

President Goes Over Reports.

The President agent several hours in the executive offices to-day going over confidential reports which he received on the situation. He will confer with Attorney-General and other Cabine are incompleted by the middle of the majority of them did so feeling that a further would be averted. The belief members absent from Washington are interprised to the department. While Mr. Postmaster-General Hays was at his office nearly all day, in consultation with officials of the department. While Mr. Pays made no statement for publication it became known to-night that the Administration has determined to keep the mails moving at all hasards, even to the calling out of troops to run the trains and the arming of the trains sufficiently to protect them in case of any violence, which, however, is not expected.

Mr. Hays will confer to-morrow with Mr. Daugherty as to the authority of the Government in handling a strike while how one carrying to the mails moving at all hasards, even to the calling out of troops to run the trains and the arming of the trains sufficiently to protect them in case of any violence, which, however, is not expected.

Mr. Hays will confer to-morrow with Mr. Daugherty as to the authority of the Government in handling a strike while any interfere with the mails. Later in the day he will see Secretary of War Woeks.

President Harding and other Government can insure the may interfere with the mails. Later in the day he will see Secretary of War Woeks.

President Harding and other Government can insure the may interfere with the mails. Later in the day he will see Secretary of War Woeks.

President Harding and other Government can insure the more ment officials are not convinced that a secret of the people.

The formation of the declared W. H. Reid, Commissioner of Public Service for Chicago. "Chicago is fortunately well fixed in the event of a railway strike. We have boats galore that can bring all the food and fuel we want if there is such a thing as a railroad tleup. Chicago is America's leading industrial city, also its railroad centre, with forty-three railroads entering the city, but Lake

tration officials admit that rail workers have a right to quit their engines and trains even when such engines and trains are needed to transport mails. To indict workers who staged a walkout tieing up mail trains Attorney-General Daugherty would be obliged to show evidence of conspiracy on the part of the union rank and file. Furthermore, the conspiracy would have to be hatched with the sole intent of haiting the passage of mails.

Employers throughout the United States and especially the railroad managers, it is asserted, would welcome such an injunction suit at this time. It would tend to clear in one direction or another many differences now between organized labor and capital. Such a suit would in all certainty be carried to the Supreme Court of the United States. In one sense the Government would be obliged to side with the railroad managers in filing an injunction suit.

with the railroad managers in filing an injunction suit. The purpose of President Harding is to keep the attitude of the Government completely neutral as regards the Issue of wages in the rail situation and to resort to drastic action only to protect the rights of the public. Officials throughout Washington tonight were convinced that negotiations will feature the railroad controversy for many days to come. An injunction and preparations to operate mail trains will be undertaken only in the event that the negotiations seem on the verge of failure.

HARDING SUMMONS

HIS LABOR SECRETARY
and
Silence is Enjoined in Wire
From the President.

Indianapolis, Oct. 16.—Secretary of Carbon pavis left here to-night for Washington, having been summoned the observer by President Harding in connection with the threatened national rail-road strike. Secretary Davis has been town.

Secretary Davis would make no comment on the threatened strike, aspins ment on the threatened strike, saying the summons from President Harding ment on the threatened strike, saying the summons from President Harding ment on the threatened strike, saying the summons from President Harding ment on the threatened strike, saying the summons from President Harding ment on the threatened strike, saying the summons from President Harding ment on the threatened strike, saying the summons from President Harding ment on the threatened strike, saying the summons from President Harding selectation in Elwood, Ind., his home classified a request that he make no entable a request that he make no entable a request that he make no entable da request

ST. LOUIS TO PROVIDE

GRABLE SEES CHANCE Maintenance of Way Head Is Ready for Strike Call.

Dergorr, Oct. 16.—Belief that the general railroad strike cannot be averted unless the railroad labor board "agrees to further consideration of certain matters of importance to all railroad workers," was expressed to-night by E. F. Grable, international president of the United Brotherhood of Maintenance of Way Workers and Railway Shop Laborors.

Asked if he referred to a reversal call by the brotherhood leaders discouraged the idea that a strike is possible. It is said he still adheres to that view.

Said to Be Bluff of Unions.

Several of the President's closest advisers have informed him the present move by the brotherhoods includes a certain element of "bluffing." While the strike vote of the railroad men

The maintenance of way union has a membership of more than 250,000.

CINCINNATI LACKING Coal and Produce to Be Plen-tiful, Is Prediction.

pecial Despatch to THE NEW YORK HERALA CINCINNATI, Oct. 16 -- Serious shortage of flour, grain and groceries w result if the railroad strike material-izes, it is predicted here. The authori-

coal or produce.

J. J. Renshaw, traffic manager of the Chamber of Commerce, said that although the "ship by truck movement" had atimulated shipping the trucks in operation would be inadequate if the strike extends beyond two weeks. No special preparations have been made, he added.

he added.

B. J. Drummond, manager of the Cincinnati Hay and Grain Exchange, said the most stringent shortage would be felt by those requiring flour and associated commodities. It would be impossible, he said, to obtain more than

Enough coal to last Cincinnati for two years is stored here.

CLEVELAND WOULD FEEL PINCH IN TWO WEEKS

Stocks of Staple Groceries Coal Not Large.

TO LAST SIXTY DAYS

30 Days' Supply of Coal on Hand; Meat Below Normal.

that supply our water or our electric plants will shut down a minute because of any railroad strike. Chicago to-day is fortified against any contingency of this kind."

RICHMOND, Va., Oct. 16.—Richmond is in fairly good shape to weather a tieup in railroad transportation, according to business men interviewed to-night. The head of a big wholesale grocery firm estimated that the supply of flour, canned goods and the like in stock here would be sufficient to last stock here would go out on a question of wages alone. "Acting independently, our men never would fave been called out independently on a question of wages alone."

The fact that this city is a big distribution. The supply of meat is somewhat below normal because it is not customary to begin replenishing the summer and tribution. The manager for a meat packing in the Chicago stock yards district.

"We are all set to handle the situation when the strike comes," said the chicago is took yards district.

"We are all set to handle the situation when the strike comes," said the chicago is took pare to weather a fairly good shape to weather a fairly good s

early fair reserve stock until about November 1.

The manager for a meat packing
plant estimated that the amount on
hand would be sufficient to last from
two to three weeks. The supply of
coal would probably hast thirty days.
Should a strike be called, steps would
probably be taken to have the city assume control of the supply to ausure
an equitable distribution.

OMAHA WELL STOCKED WITH MEAT AND GRAIN Could Stand Months of Rail Strike Without Hunger.

Dr. John Dill Robertson, Commissioner of Health, said Chicago is in spendid shape to take care of its 3,000,000 people if the railroad men strike. He said:

"I do not believe it will be necessary for the city to seise any provisions or fuel. My personal opinion is that President Harding will bring about a settlement of the threatened strike."

PHILADELPHIA SEES NO

DANGER OF FAMINE

Food Plenty and Trucks

Special Despatch to The New York Hemald. Onnaha, Oct. 16.—This city is probably better prepared to stand the railroad strike than almost any other in the country. It is in the very centre of the bread and meat basket of the country. The big packing houses in Onnaha have fair supplies of cured meats on hand. The demand has been rather heavy for some time, and large shipments to the East have been made. With shipments cut off by the strike the cured meats on hand will supply this city for many months. shape to take care of its 3,00,000 people if the railroad men strike. He said:
"I do not believe it will be necessary for the city to seize any provisions or fuel. My personal opinion is that President Harding will bring about a settlement of the threatened strike."

PHILADELPHIA SEES NO

DANGER OF FAMINE

Food Plenty and Trucks

Would Help in Pinch.

Special Despatch to The New York Hemald. Special Despatch to The Shory care Hemald. Special Despatch to All Special Despatch to All

DETROIT CAN USE 1,000
IDLE MOTOR TRUCKS
IN U. S. LABOR BOARD
According to meat dealers in the city the supply can be easily augmented by oringing in stock from the country.

Georgia within the last few years has been engaged more and more in the stock industry.

Atlanta is fortunate in another way—the A. B. and A. strike. The men went on atrike several months ago, and since from the city officials to day.

More than 1,000 motor trucks in case of a railed fine in posterior of importance to all railroad works. When the city officials to day.

More than 1,000 motor trucks in case of a railed from the city to offset a lieup.

"I am quite sure that in event of a strike sufficient food products could be strike sufficient food products could be strike sufficient food products could be brought into the city by motor trucks."

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"I am quite sure that in event of a strike sufficient food products could be brought into the city by motor trucks," said Mayor James Cousens. "I am giving the matter careful consideration and will see what the city administration can do to meet the crists." The most serious situation would arise in a coal shortage, the Mayor said, as the city has but two weeks supply of fuel gn hand. PITTSBURGH HAS FOOD TO LAST TWO MONTHS Slight Apprehension Is Felt Over Strike Menace.

Special Despatch to THE NEW YORK HEBALD.

PITTSBURGH, Oct. 16.—It is believed here, both by city officials and business men, that Pittaburgh will be one of the last cities to feel the pinch of hunger in the event of a prolonged railroad strike, but it was declared emphatically by Mayor E. V. Babcock to-night that if eventualities should make such a course advisable he will not hesitate to follow the announced plan of New York's Health Commissioner and seize needed food supplies.

OF STRIKE GROUP 1 NOT 'KILL' INDUSTRY White Rock

Continued from First Page.

grievances have been satisfactorily adjusted.

"Our organizations will return to work when they are satisfact that they have gained their individual points," a high official said to-night. "The concessions which would satisfy one body of workers might not satisfy another. It is quite certain that we will all be on the same track going out, but there are many sidings and we don't have to come back together."

B. M. Jewell, head of the railway employees department, American Federation of Labor, which comprises the shop crafts, said that his men never would have been called out independently on a question of wages alone. "Acting independently, our men never would go out on a question of wages alone," said Mr. Jewell. "They will fight to the jast ditch, however, for their rules and for fair working conditions, matters."

Tonly the small hand-to-mouth manufacturer would be hurt. Most of them would not close their plants."

John W. O'Leary, former head of the Chicago Chamber of Commerce and a member of the board of directors of hair a dosen of the larger central Western industries, also predicted that a strike would not seriously hamper the big in-ois Manufacturers' Association, said he would go out on a question of wages alone, "said Mr. Jewell. "They will fight to the jast ditch, however, for their rules."

"Coal supplies in this section are concepted for fair working conditions, masters."

"Coal supplies in this section are con-

of Congress.

"We have no controversy with our men. We are merely obeying the mandates of the Labor Board, which, after proper hearings and due process of law, ordered wages decreased. The men now refuse to obey the orders of the Government as issued by the Labor Board."

MEN IN JERSEY CITY YARDS WILL STRIKE Want an Adjustment, but Can See Little Hope.

About the offices and the railroad terminals in Jersey City yesterday there were few employees. Every one was relictant to say anything about the threatened strike, apparently being afraid to talk because the higher officials were not about.

In the yards the men were seen standing in groups and when a stranger approached they would stop talking. Several of the men said that being good union men they would obey the order and go out on strike October 30. One of the men talked in the strain that he would like to see the differences adjusted, but that he did not believe there was any hope at this late date. He said that many of his companions were of the same mind.

There are several hundred men in Jersey City who went out on the outlaw strike several months ago. They called it a "vacation," but the union at no time upheld them. These men were not reemployed and are seen daily by the union men. The latter yesterday were wondering if these men would be taken back to work in event of a strike. The union employees, however, said it at a "union" man always remained a vnf-en

The union employees, however, said that a "union" man always remained a patent man and they did not believe these men would work.

Only Small Manufacturer Would Suffer, Largely From Lack of Fuel.

PACKERS HARDEST HIT

Would Be Closed in Three Weeks-Meat Supply Now Shortest in Years.

would make every effort to completely the up the country's transportation systems.

"It is our aim to the up transportation so completely that it will be impossible for a train to move," said Mr. Pierson. "If every telegrapher quits work that will mean that no train orders can be sent, and train service necessarily will be at a standstill. There is no question but what we will order our membership out on October 30, but the final instructions probably will not be issued until October 21."

Differences between officials of the railroad telegraphers, however, regarding the order's status in connection with the strike were disclosed in a statement made by E. J. Manion, president of the order, who, on being advised of Mr. Pierson's announcement, declared that the vice-president had not been authorized to give any statement whatsoever. "The policy of the Order of Railroad Telegraphers has not been formulated and will not be known until October 21." Mr. Manion declared.

The shop crafts unions, comprising about 476,000 employees, to-day deferred the formal issuance of a strike call pending a meeting to be held here Wedneedsy, but their leaders have been caused purely by the time needed to drart the final plans and orders.

Not Pledged to Remain Out.

At the same time, however, the shop crafts leaders have made it known that while hery will go out with the brotherhoods and the switchmen, they are not pledged to stay out after their own grievances have been satisfactorily adjusted.

"Our organizations will return to work when they are satisfied that they have gained their individual points," a high with the small hand. I have a proposed to the concessions of the small hand. I have a high with their work and store their when they are satisfied that they have gained their individual points, a high with the way are assisfied that they have gained their individual points, a high strike were entirely be thur. Most of them the problem of the many years.

Not Pledged to Remain Out.

At the same time, however, the shop or a pr

"Acting independently, our men never would go out on a question of wages alone," said Mr. Jewell. "They will fight to the last ditch, however, for their rules and for fair working conditions, matters of principle, but the executive committees of the shop crafts were very much opposed to calling a strike on the wage question alone."

Mr. Jewell referred to the recent decision of the shops crafts executives not to call a strike on the wage cut ordered July 1 by the United States Raliroad Labor Board, although the men had voted by an overwhelming majority to strike rather than accept the cut.

Mr. Jewell indicated that final instructions to the men under him might be delayed until after the Pennsylvania Raliroad hearing before the Labor Board, scheduled to commence October 20, at which time the board may determine whether the carrier has violated the board's order directing a new election of shop crafts representatives to negotiate working rules with the management.

The controversy grew out if separate elections, which the board declared void. It ordered new elections, but they have not been held.

The shop crafts consider this case as a fight against their fight to negotiate to Chicago. Dr. Robertson said that
most of Chicago's food either was manufactured here or brought in from nearby sections and that trucks easily could
keep the food stocks virtually at normal.
The food supplies in the packing plant
storehouses, however, were said to be
sufficient to last Chicago only about

situation "for a very long time." declared James Ford Bell, vice-president of the Washburn Crosby Company of Minneapolis, in a statement to-night.

Mr. Bell said that a railroad strike and of the Chicago and Northwestern Railway, who said:

"The railroad men, if they strike, will be going against the law of the land and the orders of the United States Railroad Labor Board, created by act of Congress."

We have no controversy with our Strike at the class of the land and the orders of the United States Railroad Labor Board, created by act of Congress.

SHEPPARD OFF TO CLEVELAND

SHEPPARD OFF TO CLEVELAND.

CEDAR RAPIDS. In., Oct. 16.—L. E. Sheppard, Grand Chief of the Order of Rallway Conductors, to-night departed for Cleveland, declaring he had nothing to say regarding the railroad situation.

He said he expected an official statement to be issued not later than Wednesday.



VIRGINIA BURLEY Three BURLEY Notables TURKISH The three greatest cigarette tobaccos, blending MILDNESS-MELLOWNESS-AROMA

one-eleven cigarettes **20** for 15°

2 Tuesday * III PLETH AVE

The Leading Mineral Water

White Rock Ginger Ale Executive Offices 18th Floor-100 Broadway, N.Y.City



Mouquin

tiresome task. PIRIE MACDONALD Photographer-of-Men. 676 FIFTH AV () COR 47 TH ST

The time to put on your gloves is-when you put on your hat

American men sometimes go bare-handed when they

would not go bare-headed. Until reminded by cold weather, they forget that gloves are an essential of dress...giving the finishing touch required by courtesy, good form and clean hands.

Everyday business attire is no more complete without the addition of a pair of

smart, sturdy Fownes

CAPES than a frock or morning coat without Fownes soft, flexible mochas, or an outing suit without Fownes cheerful buckskins.

A well gloved man is a

well dressed man-And the time to be well gloved is all the time... The cost

is but the smallest part of your clothing expense Fownes quality is apparent at a glance... Fownes service will be revealed after a

long season's wear. The genuine, for men, women or children, are always marked Fownes in

the wrist.



If you have any difficulty in securing them send us size and style desired with the name of your dealer.

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